

a deck structure supported on rail car trucks for rolling motion in a longitudinal direction; said deck structure including a pair of first and second end portions, and a medial portion carried between said end portions, said medial portion being stepped downwardly relative to said end portions;

a center sill running along said deck structure;

said center sill having a first center sill end portion, said center sill end portion having an upper flange and a pair of spaced apart webs extending downwardly from said upper flange;

a central beam assembly running lengthwise along said rail road car between said end portions, said beam assembly standing upwardly of said deck structure; and

a draft pocket cap plate mounted within said first center sill end portion between said pair of spaced apart webs, said draft pocket cap plate lying at a lower level than said deck sheet, whereby a draft pocket is defined between said pair of webs and below said draft pocket cap plate.

17. (Amended) The center beam rail road car of claim 15 wherein:

said center sill has a central position adjacent to said medial portion of said deck structure and first and second end portions adjacent to said first and second end portions of said deck structure;

said central portion of said center sill has an upper flange, a pair of spaced apart webs extending downwardly from said upper flange and a lower flange mounted to said webs, said upper flange, said lower flange and said webs of said center sills defining a hollow box beam;

said medial portion of said deck structure has a deck sheet; and

said lower flange of said central portion of said center sill is mounted at a level corresponding to said deck sheet of said medial portion of said [decking] deck structure.

30. (Amended) A center beam rail road car comprising:

a deck structure carried on railcar trucks for rolling motion in a longitudinal direction, a pair of first and second bulkheads extending upwardly of said deck structure at either end thereof, and a central beam assembly standing upwardly of said deck structure and running lengthwise along said deck structure between said bulkheads;

said deck structure being supported by a center sill, said center sill having a first, longitudinally outboard portion and a second, longitudinally inboard portion between said rail car trucks; [and]

said second portion being narrower than said first portion

said first, longitudinally outboard portion of said center sill having members defining a draft pocket therein, and said first, longitudinally outboard portion of said center sill having an overall height greater than said draft pocket.

41. (Amended) A center beam rail road car comprising:

a deck structure carried on railcar trucks for rolling motion in a longitudinal direction, and a central beam assembly standing upwardly of said deck structure and running lengthwise along said deck;

said deck structure being supported by a center sill,

said center sill having a first portion mounted between said trucks, said first portion having a flange and two spaced apart webs extending away from said flange;

said first portion having a hollow section bounded by said flange and said spaced apart webs;

said first portion having a height and a width, said height being greater than said width;

said center sill having at least one internal web member for maintaining said two spaced apart webs in position relative to each other, said internal web member being mounted [therewithin] within said hollow section between said two spaced apart webs;

said internal web member being mounted transversely relative to said longitudinal direction; and

said center sill having a welding [apertures] aperture formed therein, said welding [apertures] aperture permitting at least a portion of said internal web member to be welded in place from outside said center sill.

43. (Amended) The center beam rail road car of claim [41] 1 wherein:

said deck structure is supported by a center sill,

said center sill has a first portion mounted between said trucks, said first portion having a height and a width, said height being greater than said width;

said center sill has at least one internal web mounted therewithin;

said web is a first web[.];

said central beam assembly includes at least one post standing upwardly of said center sill, said post having a second web standing [in a vertical plane perpendicular] cross-wise relative to the [rolling] lengthwise direction of said rail road car[,] and said first web is positioned to provide web continuity with said second web.

44. (Amended) The center beam rail road car of claim [41] 43 wherein [said web is a first web, said central beam assembly includes at least one post standing upwardly of said center sill, said post having a second web standing in a vertical plane perpendicular to the rolling direction of said rail road car, and] said first and second webs are co-planar.

47. (Amended) The center beam rail road car of claim [41] 43 wherein said internal web is a first web, said decking structure includes at least one cross bearer extending laterally to either side of said center sill, and said cross bearer has a second web, and said first and second webs are co-planar.

48. (Amended) The center beam rail road car of claim [41] 47 wherein said cross-bearer is underslung relative to said center sill.

52. (Amended) A center beam rail road car comprising:

a deck structure carried on rail car trucks for rolling motion in a longitudinal direction, and a center beam assembly standing upwardly of said deck structure and running lengthwise along said deck;

said deck structure being supported by a center sill,

said deck structure including a first portion mounted above one of said trucks, and a second portion mounted between said trucks, said second portion of said deck structure being stepped downwardly relative to said first portion of said deck structure a distance of at least 30 inches;

said center sill having a first portion mounted between said trucks, said first portion having a height and a width, said height being greater than said width in a ratio of at least [2:0:1.0] 2.0:1.0; and

said center sill having at least one internal web separator mounted therewithin.

Please add the following new claims:

62. (New) The center beam rail road car of claim 43 wherein the ratio of said height to said width is at least 2.0 : 1.

63. (New) The center beam rail road car of claim 43 wherein the ratio of said height to said width is greater than 3.0 : 1.

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